



GARDINER GATEWAY

NORTHERN
PACIFIC
RAILWAY

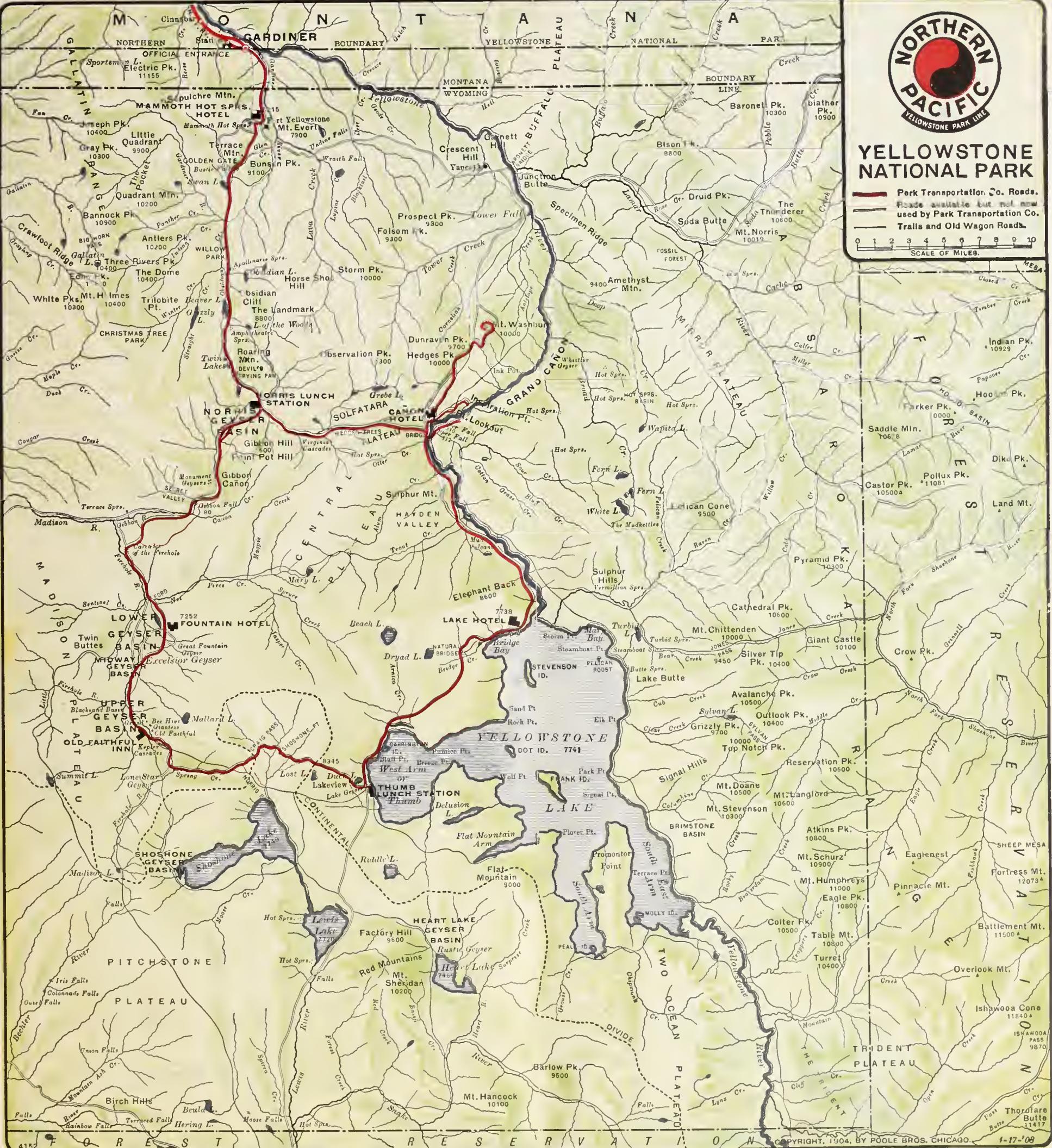
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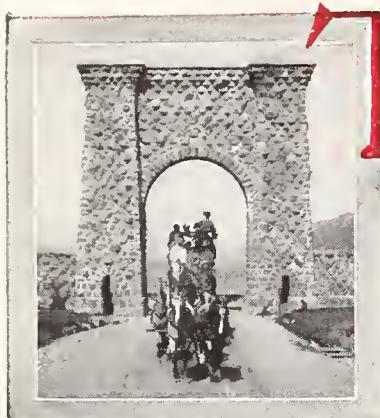
YELLOWSTONE NATIONAL PARK

Perk Transportation Co. Roads.
Roads available but not now used by Park Transportation Co.
Trails and Old Wagon Roads.

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SCALE OF MILES.



YELLOWSTONE NATIONAL PARK



*New Official Entrance Arch
of Lava; Cost \$10,000*

THE purpose of this pamphlet is not so much to describe the scenic wonders of Yellowstone Park, as to state some of the more important facts in relation to it, and to provide the more general and necessary information required by the tourist who makes a tour of the park.

John Colter, of the Lewis and Clark Expedition, who was in the region in 1807, was the first white man to see any part of what is now the park. James Bridger and Jos. L. Meek, fur trappers, were there in the 30's. Warren A. Ferris saw the geysers in 1834, and wrote the first published account of them. Capt. DeLacy explored a part of the country in 1863, Folsom and Cook were there in 1869, the Washburn-Doane party in 1870, and Dr. Hayden in 1871-2.

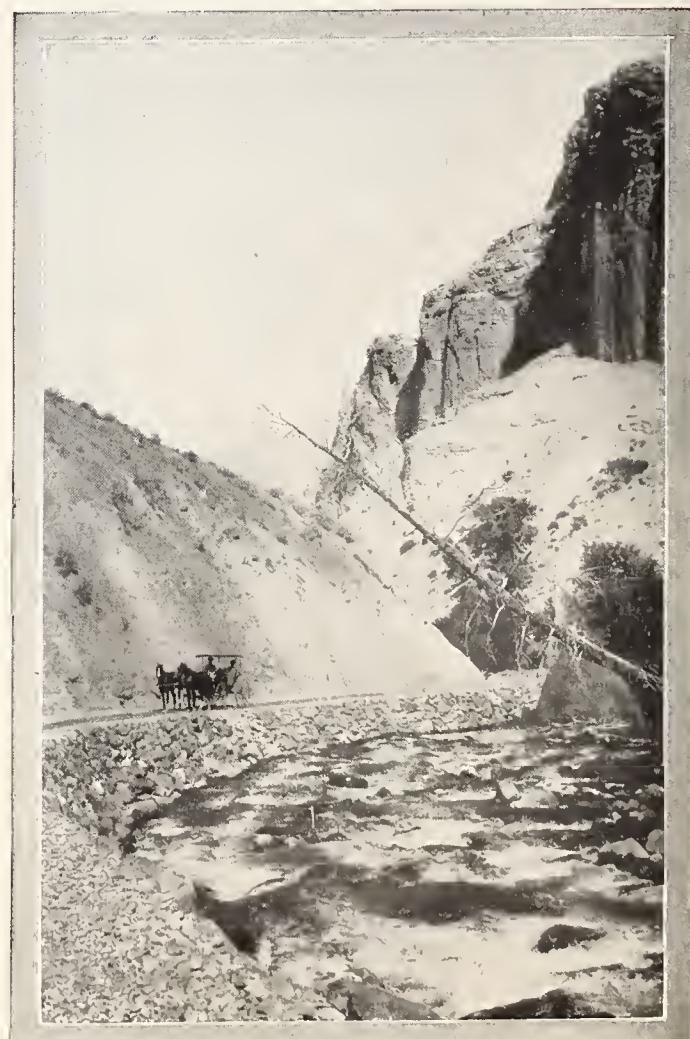
Yellowstone Park was established by the government March 1, 1872. Subsequently a Forest Reserve was added on the east and south sides. The park proper is about sixty-two miles long from north to south, fifty-four miles wide, and has an area

of 3,312 square miles. It is mostly in Northwestern Wyoming, with a narrow strip each in Montana and Idaho. It is situated about midway between St. Paul, Minneapolis, and Duluth on the east and Seattle, Tacoma, and Portland on the North Pacific coast. The park is an elevated plateau surrounded by mountains and has an average elevation above sea level of about 7,500 feet. Large streams of lava have spread over the park, and these have been greatly modified by glacial action and erosion.

The government has entire control of the park. All new roads opened and the repairs and maintenance of old roads and trails are entirely dependent upon Congressional appropriations. The roads are now in very fine condition, a great deal of work and expense having recently been put upon them, and steel and concrete bridges have almost entirely replaced wooden ones. Within recent years the Government has spent \$1,000,000 in improvements in the park. Prominent among these is the construction of the fine lava arch entrance at Gardiner, at a cost of \$10,000; the new concrete viaduct at Golden Gate, costing \$10,000, to replace the old timber trestle; and the erection of a very fine concrete and steel bridge of artistic design across the Yellowstone river and rapids, just above the Upper Fall of the Yellowstone, at the Grand Cañon, at an expense of \$20,000.

Fort Yellowstone, the military post in the park, is at Mammoth Hot Springs. Here, also, are the headquarters of the U.S. Engineer in charge of park improvements, and the U. S. Commissioner. Mammoth Hot Springs is thus the capital of the park. In recent years this place has been greatly improved. A rearrangement of roads, new buildings, concrete sidewalks, a new waterworks and an irrigation system and a consequent carpeting of grass on the old white plaza in front of the hotel and officers' quarters, has metamorphosed the locality.

Mammoth Hot Springs is the largest and most important place in the park. Here all authority centers; it is the heart from which pulsate the currents of life and pleasure which permeate the park. As a point where one may pleasurabley sojourn for weeks and yet be in constant and close touch with the world in general, it stands at the head. Life here is very real and animated and joyous, the



Gardiner Cañon and Road

NORTHERN PACIFIC RAILWAY

presence of Uncle Sam's cavalry officers adding a decided flavor and piquancy to it, particularly in connection with the fine orchestra maintained at the hotel. The regular trip via Gardiner provides for a full afternoon here in order that tourists may have an opportunity of visiting the formations, etc.

There are four troops of United States cavalry regularly quartered in the park during the year. These carefully patrol the roads and other parts of the park, both summer and winter, and preserve the phenomena from spoilation.

The Department of the Interior has direct control of the park, the superintendent being a United States army officer.

AN OUTING SPOT

As a place to spend the heated months no spot in this country can possibly compare with the park. Its elevation above sea level—an average of 7,500 feet, and its location in the heart of the "Rockies" amid some of earth's grandest and most inspiring scenery, combined with the extreme purity of the atmosphere, the tonic and exhilarating effect of the mountain climate, the beneficial effects of the hot mineral water baths, and the fine character of the hotels, particularly Old Faithful Inn at Upper geyser basin and the large Colonial Hotel at Yellowstone lake, make it a remarkable pleasure spot and sanatorium. The days, while warm, are never oppressively hot, and the nights are always cool. The fine roads, affording the most interesting surrey and horseback rides, the splendid trout fishing, the mountain climbing, the weird character of the scenery, and the wild animals, distinguish this spot from any other tourist resort in the world. The expense of an outing here is no greater than elsewhere and the nature of it is absolutely unique and original. To see the park once means a desire to see it again. It grows on one.

HOW TO GET THERE

The natural entrance to the park is from the north by way of Livingston, the Gate of the Mountains, and the Upper Yellowstone river to Gardiner. This is the route of the Northern Pacific, and it is the official entrance to the park through the new and imposing Government Lava Arch, the corner stone of which was laid by the President of the United States in 1903.

To see this great arch, most sensibly and appropriately planned for its place and purpose, and one of the few artificial sights of the park, one must necessarily use the route via Livingston and the Gardiner Gateway.

The new and very fine Northern Pacific railway station at Livingston forms a fitting introduction to the park tour.

The Northern Pacific has also recently erected, in great taste and simplicity, from boulders and symmetric pine logs, what is, perhaps, the most unique and attractive small railway station in the country. It is immediately opposite the entrance arch and artificial lake at Gardiner, at the base of Electric peak and Sepulcher mountain.

During the park season a Pullman sleeping car is run between St. Paul and Gardiner, westbound



The Terraces, Mammoth Hot Springs

YELLOWSTONE NATIONAL PARK

on train number three; eastbound on train number four; also between Tacoma and Gardiner, westbound on train fifteen; eastbound on train number sixteen; this solely to accommodate park travel. It is to be understood that this particular arrangement of sleeping cars may be altered at any time as circumstances may require.

There is double daily train service on the Park Branch between Livingston and Gardiner during the park season.

WHEN TO GO

There is really little choice as to the time to visit the park. The park season is less than four months and comes at that time of the year when a sojourn among the mountains is most healthful and pleasurable. While during the early part of the summer there is more snow to be seen on the mountains and the streams carry more water, August and September are delightful months in which to stage-coach through Wonderland. There is no time when there is the least danger of the streams running dry or of the waterfalls disappearing, and the geysers play as well in September as in June, and the terraces at Mammoth Hot Springs are just as beautiful.

THE PARK TOUR

What is known as the regular park tour begins and ends at Livingston, and includes six days south of that point, the tourist being in the park proper five and one-half days. The trip through the park cannot be made in less time and anything like a general idea of its varied attractions be obtained.

The regular and complete schedule offered the public allows a full half day at Mammoth Hot Springs in which to see the most wonderful terraces and boiling springs on earth. To see the park without visiting Mammoth Hot Springs and these sublime creations of nature, and Liberty Cap and Orange geyser, is like seeing the play of Hamlet with the character of Hamlet left out.

The life of the park centers at the Springs and the changing humanity seen here is a study and recreation in itself.

This is also the only schedule by which the tourist is allowed, in the regular way and without an extra charge, almost an entire day at the Upper geyser basin (Old Faithful Inn). This spot is by all odds the most unique, unusual, and surprising area, not only in the park but in the world, and one full day is little enough time in which to see Old Faithful, the Giant, Giantess, Bee Hive, Grand, Oblong, Riverside, Lion, and Castle geysers, Emerald pool, the Punch Bowl, Biscuit basin, Morning Glory



Northern Pacific Railway Station, Livingston, Mont.

NORTHERN PACIFIC RAILWAY

spring, and the myriad other geysers, pools, and hot springs which fill this remarkable valley. Then, too, half a day can, if desired, easily be given to studying Old Faithful Inn itself.

The tourist should, however, become fully imbued with the fact that this trip is presented simply as the maximum of sight-seeing at a minimum of time and expense. If possible, the tourist should remain longer in the park—within season limits, June 5 to September 25, 1909—and thus see it better and more thoroughly.

There are many who cannot well spare time to make a more extended trip, but those who can should by all means plan to stop two or more days, or even weeks, at each hotel. There is so much to see at each point that several days may be spent thus easily and profitably, and those who act wisely will do this and in this way obtain a much better idea of the wonderful and varied character of the phenomena in the park. There is no reason for not “doing” the park as leisurely as one may, *and there is no additional charge for transportation where one extends the regular tour beyond the usual time limit.*

After leaving Livingston the tourist travels for 54 miles on the Yellowstone Park branch line amidst fine scenery, passing through the Gate of the Mountains to Gardiner, the official gateway to the park, where the coaches of the transportation company are taken to Mammoth Hot Springs, five miles distant, and nearly 1,000 feet above Gardiner.

This ride in itself rouses one's enthusiasm. The route lies along the Yellowstone river and the river and mountain scenery are among the best the Rockies afford.

Among scenes passed en route to Gardiner, Paradise valley forms a landscape of varied and impressive beauty; Emigrant peak is one of the higher and nobler mountains of the range; at Yankee Jim's cañon the river tears through the cañon a resistless, rushing torrent; Cinnabar mountain and the Devil's Slide, near the track, together form a most interesting sight; Sepulcher and Electric peaks at Gardiner are high and most imposing mountains, while the Entrance Arch, the artificial lake, and the graceful antelope placidly grazing on the cool green alfalfa-field just within the entrance, complete a round of preliminary scenic pleasures that forms a most effective prelude to the greater scenic symphony to come.

Between Gardiner and Mammoth Hot Springs the coaches, passing through the massive archway and across the antelope meadow, follow the Gardiner river, a most entrancing, winding, boulder-strewn stream. Eagle Nest Crag, one of the most interesting sights of the tour, and the mouth of Boiling river are passed, and the grim palisades of Mt. Everts are brought into plain view as the coaches follow the winding road to the big hotel, passing also Fort Yellowstone itself.

The six principal points visited by tourists are Mammoth Hot Springs, Norris, Lower, and Upper geyser basins, Yellowstone lake, the Grand cañon and the Great, or Lower fall.

Other points passed *en route* are Silver and Golden gates, Rustic fall, Swan valley, from which a fine view is obtained of Electric peak and the Gallatin range of mountains, Willow park, Apollinaris spring, Obsidian cliff, Beaver and Twin lakes, Roaring mountain—the foregoing all being seen between Mammoth Hot Springs and Norris geyser basin—Gibbon cañon and fall, Beryl spring, Midway geyser



Eagle Nest Crag, Gardiner Cañon

YELLOWSTONE NATIONAL PARK



Paint Pots, West Arm Yellowstone Lake

SECOND DAY—Breakfast. Leave Mammoth Hot Springs at 8.00 a. m., arriving at Fountain Hotel, Lower geyser basin, at 5.30 p. m. for dinner and lodging.

THIRD DAY—Breakfast. Leave Fountain Hotel at 8.30 a. m. for Midway and Upper geyser basins. Lunch, dinner and lodging at Old Faithful Inn, Upper geyser basin.

FOURTH DAY—Breakfast. Leave Old Faithful Inn at 7.30 a. m. for West Arm of Yellowstone lake. Lunch at Lake and leave for new Colonial Hotel at Yellowstone lake outlet at 1.00 p. m. Dinner and lodging at Lake Colonial Hotel.

FIFTH DAY—Breakfast at Yellowstone lake. Leave Colonial Hotel at 8.30 a. m. for Grand cañon; arrive at Grand cañon at 11.30 a. m. Lunch, dinner and lodging.

SIXTH DAY—Breakfast. Leave Grand cañon at 8.30 a. m. Lunch at Norris. Arrive at Mammoth Hot Springs at 3.45 p. m. Dinner. Leave Mammoth Hot Springs at 6.30 p. m. arriving at Gardiner at 7.15 p. m.; leave Gardiner at 7.15 p. m. on Northern Pacific railway branch line, train leaving Gardiner upon arrival of last coach from Mammoth Hot Springs, and reaching Livingston at 9.15 p. m.

The first coach will leave Mammoth Hot Springs for regular tour of the park on the morning of June 5; the last one for the season covering regular tour will leave Mammoth Hot Springs morning of September 25, and, returning, will leave the Springs for Gardiner the evening of September 29.

This schedule, including train service on the Park Branch railway, may be altered by the transportation companies at any time to correspond with changes made necessary in the time of through transcontinental trains at Livingston, or for other reasons.

A round trip, including the usual park trip, requires about eleven days from Chicago and St. Louis, and nine days from St. Paul, Duluth, Minneapolis, Portland, Tacoma and Seattle.

There are two things that the average tourist notices in being wheeled through Wonderland. First, that the pleasures of the trip and the fine scenery are not confined to the places of greatest interest, the Hot Springs, Geyser basins, etc. Second, that the scenic features of the region, as they are gradually unfolded during the tour, grow stronger and grander. Beginning with the Mammoth Hot Springs, we have something entirely unique of their kind, and on a scale well deserving the name Mammoth.

The general panorama at Mammoth Hot Springs is one of the most striking in the park. Besides the steaming, tinted terraces and Fort Yellowstone, nearby; the long, palisaded escarpment of Mt. Everts to the east, the dominating presence of Bunsen peak to the south, with the Gardiner cañon and the

basin and the Crater of Excelsior geyser, Biscuit basin, Kepler cascade, Shoshone point on the Continental Divide, Yellowstone Lake Paint Pots, Mud Volcano and Gothic Grotto, the Northern Pacific trademark formed by nature on Trout creek in Hayden valley, Yellowstone rapids and the Upper fall near Grand cañon, and Virginia cascade, besides many other objects too numerous to mention.

The park itinerary, approximately, is here given, the tourist being carried between Livingston and Gardiner on Park Branch Northern Pacific Railway trains that connect with the main line trains at Livingston.

FIRST DAY—Leave Livingston at 8.00 a. m. on Northern Pacific Railway branch line train; arrive at Gardiner 10.00 a. m.; leave Gardiner at 10.15 a. m. by six-horse stage coach; arrive at Mammoth Hot Springs Hotel 12.00 noon, taking lunch, dinner and lodging.

distant mountains of the Washburn range forming a beautiful vista between the two peaks, the rugged slopes of Terrace mountain to the west and the distant peaks of the Snowy range to the north, all together form a surrounding landscape of wonderful beauty and contrasts, and one the eye never wearies in looking upon.

Between the Springs and Norris Geyser basin, the next place where unusual phenomena are found, there are some beautiful stretches of valley, mountain, and woodland scenery, interspersed with natural wonders, as before noted. On this part of the tour scarcely a mile fails to challenge the special interest of the tourist and evoke expressions of surprise and admiration.

Norris basin has a weird fascination for the visitor because it is the first of a peculiar class of wonders seen. Leaving Norris, the road winds along the Gibbon river, crosses Gibbon meadows, and threads the wild, splendid recesses of Gibbon cañon. A great day's ride it is, full of interest and wonder.

The next day brings forth the marvels of the other geyser basins, and the traveler retires at night in Old Faithful Inn, feeling that he is indeed in Wonderland.

Then follow the drives across the Continental Divide to Yellowstone lake and the Grand cañon, the splendors of the route growing and crowding at each succeeding stage of the journey, and finally culminating in the magnificent panorama of the Grand cañon itself, the great masterpiece of nature painting and sculpture of the world.

This gradual unfolding of Nature's pageant will strike the traveler as eminently proper. As the park tour is made from Gardiner, the lake and Grand cañon come in their natural order and the latter forms a natural climax, impossible in any other arrangement of the tour. Were the Cañon seen at the commencement or in the middle of the tour, the effect of the entire trip would be greatly lessened.

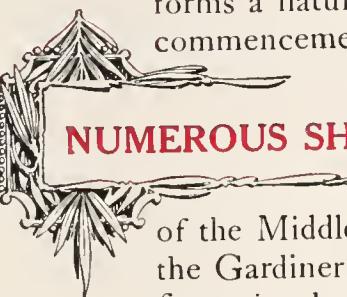
may be made by those who remain a day or two or more at each point. Among those from Mammoth Hot Springs, are a trip to the vicinity of Tower fall for pleasure and fishing purposes, climbs up Bunsen's and Electric peaks, a ride over Mount Everts, and a trip to the Cañon and Fall

of the Middle Gardiner river. Of these side trips from the Springs, the one to the Cañon and Fall of the Gardiner will prove particularly enjoyable. Next to the Grand cañon this cañon is the largest and finest in the park, and those of a turn for geological studies will revel in the remarkable display of columnar basalt to be seen in its walls. It is a glorious cañon, deep, broad, satisfying, and the fall at its head adds an additional element of beauty and interest. The ride to the cañon from the hotel is one of pleasure and rapidly changing scenes, distinctly panoramic in its character.

A visit from the Fountain hotel to the many beautiful springs and pools round about Great Fountain geyser, and fishing excursions to the junction of Gibbon and Firehole rivers, and up Nez Perce creek; a trip to Biscuit basin and one to Lone Star geyser from Old Faithful Inn; fishing or camping trips from the new Colonial Lake hotel to points on Yellowstone lake or river, or down to the Jackson lake country; the fine trip from the Grand cañon to the top of Mount Washburn by the new road from the Cañon hotel; a trip across Yellowstone river and down the south side of the Grand cañon to Artist's point, now made possible by the construction of the new bridge above the Upper fall, are other side trips to be made where possible.

Any or all of these trips add immeasurably to the value of the park tour.

Those desiring to camp out, fish, etc., should consult the transportation company.



NUMEROUS SHORT TRIPS



A Steam Fountain

YELLOWSTONE NATIONAL PARK

The tourist season extends from June 5 to September 25, 1909. During the season the Northern Pacific railway has tourist tickets on sale, the use of which by the tourist will prove a great convenience. The various classes of tickets are as follows:



TOURIST FARES

\$5.00 TICKET—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return.

\$7.50 TICKET—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return and two meals (lunch and dinner) at Mammoth Hot Springs Hotel.

\$28.00 TICKET—Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$55.00 TICKET—Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand cañon and Falls of the Yellowstone and return, and not to exceed five and one-half days' accommodations at the Yellowstone Park Association hotels.

\$32.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River terminals via direct line or Denver, or via Denver and any other direct line.

\$34.50 TICKET—Includes rail and stage transportation St. Paul, Minneapolis, Duluth or Superior to Mammoth Hot Springs and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River terminals via direct line or Denver, or via Denver and any other direct line.

\$57.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River terminals via direct line or Denver, or via Denver and any other direct line and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$84.50 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner and return to any one of the above-named points, or via Billings and the "Burlington" to Missouri River terminals via direct line or Denver, or via Denver and any other direct line, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand cañon and Falls of the Yellowstone and return, and hotel accommodations for not to exceed five and one-half days at Yellowstone Park Association hotels.

\$107.25 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand cañon, Falls of the Yellowstone, and to Yellowstone, Mont., hotel accommodations for not to exceed sixteen meals and five nights' lodgings between Gardiner and Yellowstone, Mont., and rail transportation from Yellowstone, Mont., either via Oregon Short Line R.R. and Union Pacific to Missouri River points, or via O. S. L. R.R. Ogden, any line Ogden to Denver, thence via the "Burlington," Union Pacific R.R., A. T. & S. F. Ry., C. R. I. & P. Ry or Mo. Pac. Ry. to Missouri River terminals or via Colorado Springs or Pueblo and direct lines to Missouri River terminal.

\$81.00 TICKET—This ticket covers rail and stage transportation **ONLY** (no meals or lodging being included therein) for the same tour as the \$107.25 ticket.

\$51.00 TICKET—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner, returning from Yellowstone, Mont., either via Oregon Short Line R.R. and Union Pacific to Missouri River points, or via O. S. L. R.R. Ogden, any line Ogden to Denver; thence via the "Burlington," Union Pacific R.R., A. T. & S. F. Ry., C. R. I. & P. Ry., or Missouri Pacific Ry., to Missouri River terminals, or via Colorado Springs or Pueblo and direct lines to Missouri River terminals (does not include stage transportation or hotel accommodations in the Park).

FARES FOR CHILDREN—Tickets including rail and stage transportation only, will be sold for children of five and under twelve years of age at one-half the fares quoted.



Grotto Geyser

Six-Horse Yellowstone Park Stage Coach

Great Falls, from below

NORTHERN PACIFIC RAILWAY



Hotel, Yellowstone Lake

Old Faithful Inn

Fountain Hotel

Tickets, including hotel accommodations in the Park, will not be sold for children, but children under ten (10) years of age will be granted half rates at Park hotels.

DESTINATION.	DATES OF SALE.		FINAL LIMIT.	TICKETS TO BE VALIDATED FOR RETURN PASSAGE AT
	Eastern Terminals	Livingston.		
Gardiner and return.....	June 2-Sept. 27, 09		Oct. 31, 09	Mammoth Hot Springs.
Mammoth Hot Springs and return.....	June 2-Sept. 27, 09	June 4-Sept. 29, 09	X Oct. 31, 09	" " "
Yellowstone Park and return (Tour the Park).....	June 2-Sept. 22, 09	June 4-Sept. 24, 09	X Oct. 31, 09	" " "
Gardiner--returning from Yellowstone.....	June 2-Sept. 22, 09		X Oct. 31, 09	" " "

X Not to exceed September 29, 1909, for the trip south of Gardiner.
The \$5.00, \$7.50, \$28.00 and \$55.00 side-trip tickets do not require validation.

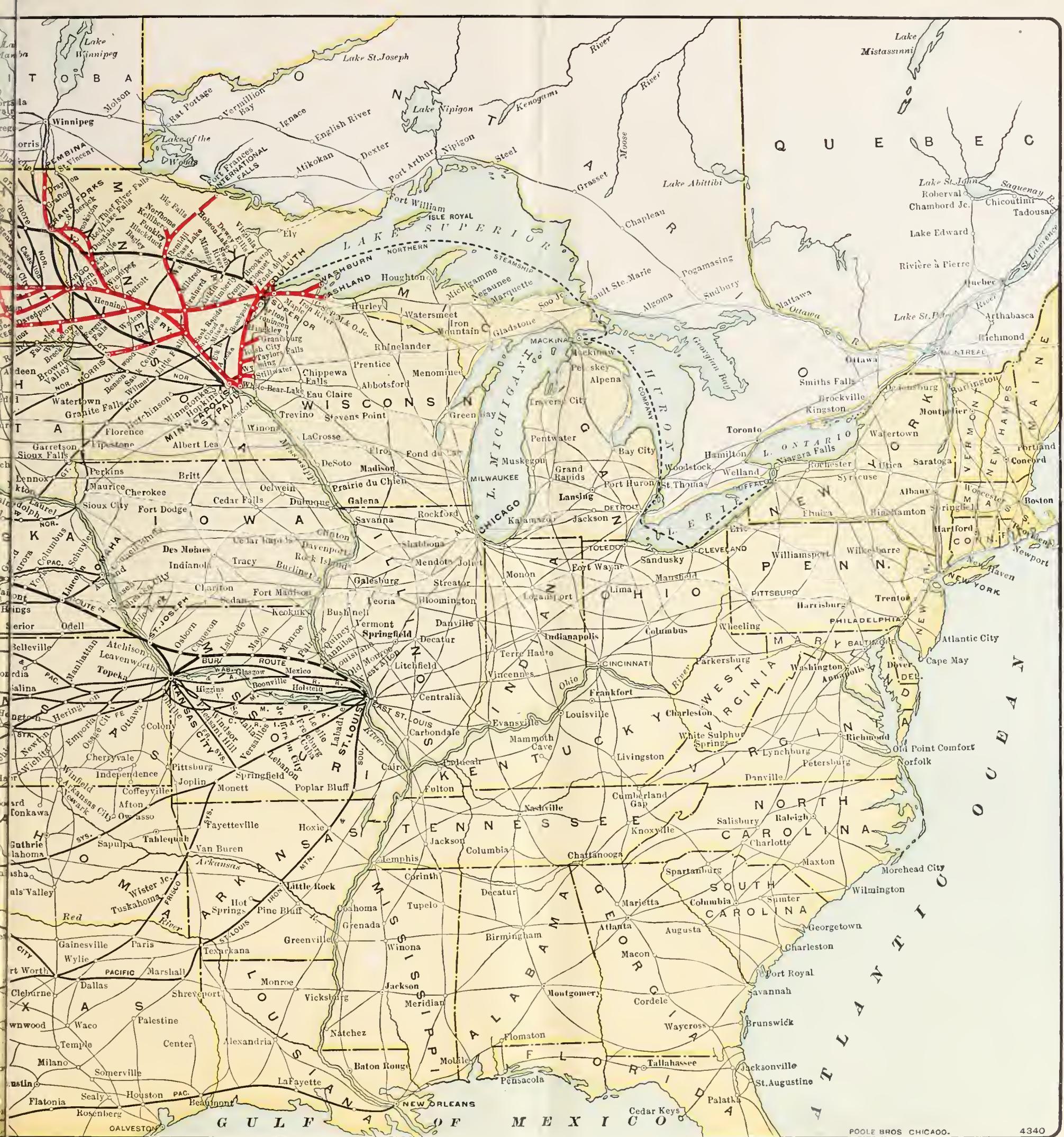
Through the wise action of the government, the park roads have now reached an advanced stage of perfection. New roads have been constructed, old ones have been repaired, widened, and re-aligned, cut-offs made, grades reduced, roadbed solidified, etc., until a great change has been made in them, and the improvement is still progressing.

More than this, the system of road sprinkling, now established for some years, largely eradicates the trouble from dust that at times was formerly more or less provoking. More than one hundred miles of roads are now sprinkled daily during each season, large four-horse wagons being used for the purpose. Among new roads recently constructed are two pieces at the Grand cañon; one to the summit of Mount Washburn and another down the south side of the Grand cañon to Artist's point. The latter is much used and appreciated by tourists, for it enables them to see the Grand cañon, the climax of the park and of earthly grandeur, from both sides, something heretofore impossible. The value of this to the tourist cannot be overstated.

The side trip to Mount Washburn is one of the grandest of the kind in the world and the view from the summit is widely extended, including Yellowstone lake and the Tetons at the south and Electric peak to the north. Those visiting the park should make the trip to the top of this mountain if at all possible to do so, for truly it is "worth while."

ROADS





YELLOWSTONE NATIONAL PARK

The equipment in the park consists of the well-known Abbott-Downing Concord stage coaches made from special designs and to fit the necessities of park travel and drawn by four horses each. Strong and durable, they are light, easy to get in and out of, and OPEN at the sides so that the passengers can easily see the country while riding along. All coaches are supplied with side-curtains for use, if necessary, in stormy weather.

The transportation company have various classes of vehicles ranging from two-horse surreys and mountain wagons, seating three and five passengers each, respectively, to four-horse coaches of three and four seats each, seating eight and eleven persons, respectively, and they will endeavor to seat congenial persons or parties in the same vehicle for the trip when requested so to do. Large six-horse coaches run between Gardiner and Mammoth Hot Springs. These seat from twenty to thirty-four persons each and are another of the novel sights of this Wonderland.

The coaching trip in the park, in connection with the fine roads and hotels, is the finest one in the United States. Coaches, drivers, and horses are all of the best. This trip, in itself, is worth the cost of the tour, without counting the marvelous scenes that lie on every hand and which are seen in profusion with every mile of the ride.

Stop-overs, to those in regular coaches, will be given at or south of Mammoth Hot Springs, without extra charge.

"Parties" desiring to stop en route and retain exclusive use of the coach in which they commenced their journey can do so on payment of from \$7.50 to \$20 per day additional, depending upon the size of the coach in which they are traveling, arrangements for which may be made with the transportation company at Mammoth Hot Springs.

Between the lunch station at the west arm of Yellowstone lake and the new hotel at the outlet of the lake, the tourist may, by the payment of an additional sum, take a launch on the lake for a lake ride between those points. The launches, however, are side issues, and, having no direct connection with the transportation company or the regular tour, an additional fare is therefore necessary.

are first-class in every respect, and the hotels have recently been greatly improved and modernized. They are all electric lighted, steam heated, and advantageously located.

The location and capacity of each hotel is:

Mammoth Hot Springs	-	-	-	-	250 guests
Norris Geyser Basin (lunch station)	-	-	-	-	20 guests
Lower Geyser Basin (Fountain Hotel)	-	-	-	-	250 guests
Upper Geyser Basin (Old Faithful Inn)	-	-	-	-	325 guests
Outlet of Yellowstone Lake (Colonial Hotel)	-	-	-	-	450 guests
Grand Cañon	-	-	-	-	250 guests

The hotel at Mammoth Hot Springs is near the beautiful colored terraces and Liberty Cap, and across the plaza from Fort Yellowstone; that at Norris overlooks the basin; the Fountain hotel is not far from the Fountain geyser and the Mammoth Paint Pots; Old Faithful Inn at the Upper Basin is



New Melan Arch Bridge over Yellowstone River
near Grand Cañon

THE PARK HOTELS



Yellowstone Park Deer

Antelope in Park near Gardiner

Park Bears—Foraging for Supper

near Old Faithful and other geysers; the Lake Colonial hotel is near the point where Yellowstone river issues from the lake and it overlooks Yellowstone lake, and the Grand Cañon hotel is within easy walking distance of the Great, or Lower, fall and Point Lookout.

Within recent years the hotel situation has been completely changed. The large and imposing hotel at Mammoth Hot Springs has been much improved, baths being added and its capacity largely increased. There is also a barber here.

The Nurnberger Orchestra, its members selected from the Theodore Thomas Orchestra, Chicago, will be located at the Mammoth Hot Springs hotel during the season, and this is the only hotel in the park where an orchestra is maintained.

The Fountain hotel, at Lower geyser basin, is a large roomy structure, near the Paint Pots and Fountain geyser. Those who remain a day or two at this point to see the Great Fountain geyser and the beautiful pools near it, will enjoy this quiet hotel home and may indulge in the luxury of a bath in water conducted to the hotel from a natural hot sulphur water pool. Tourists entering the park via Gardiner get their first view of big game—bears—at this hotel.

Old Faithful Inn, constructed at Upper geyser basin in 1903, has become one of the most attractive and popular hotels in the country. It is a structure of boulders and logs, peaks, angles, dormers, French windows, etc., artistically combined. The office is 75 feet square and 92 feet high to the peak of the roof, with balconies around three sides. A massive chimney, 14 feet square and extending to and through the roof, with a fireplace at each side and corner, or eight fireplaces in all, is a feature of this room. The dining-room is a room 60 feet square, from which Old Faithful geyser can be seen in eruption.

The idea of a finished, elegant rusticity has been paramount in the building of Old Faithful Inn, and while everything is of a rough, rustic order, in a sense, yet again there is nothing uncouth, boorish, or vulgar about it. It is an artistic creation from foundation to the peak of the roof; steam heated, electric lighted, with baths, barber shop, and Arts and Crafts furniture, and the rooms and furnishings are regular gems of comfort and are thoroughly homelike.

The log element has been handled in a remarkably effective manner. Natural logs and limb crooks have been utilized in stairways, balconies, and wherever possible. Old Faithful geyser is near the hotel; opposite and but a trifle farther away are the Giantess, Lion, Bee Hive, Lioness and Cubs; down the little valley the Castle is in plain view, and the eruptions of the Grand and Economic, and, to

YELLOWSTONE NATIONAL PARK

some extent, those of the Giant, Artemisia, and Riverside, can be seen from its corridors, rooms, and verandas. A particular feature of this Inn is a large searchlight on top of the building, which is operated every night, showing the geysers in play under electric light and the bears feeding at the edge of the woods.

With the erection of Old Faithful Inn the Upper geyser basin becomes, beyond question, the most remarkable tourist spot in the world. There is no place to compete with it. It stands out entirely alone as combining the most stupendous and unusual phenomena known to mankind, with the most original and attractive Inn for its entertainment. For this reason at least *one entire day* is needed by the tourist to see at all adequately the varied and astounding collection of hot pools and geysers *to be found here only*. For this reason, too, one's itinerary should call for an added day, or week, or month here, if the time can possibly be spared.

At Yellowstone lake the fine Colonial hotel will be found thoroughly modern, including baths, electric lights, etc. It has an imposing, stately, colonial front, with large columned porches at each end and in the center—three in all. Beginning with the season of 1909 an Auxetophone will be placed in this hotel. This will be found an excellent substitute for an orchestra.

Of all the hotels and stopping places in the park, this is the most restful. The rippling, shimmering waters of the lake are framed on the east by the Absaroka range, which extends the entire length of the lake, and at the south Mount Sheridan rises veiled in a purple haze. Here are the fishing grounds *par excellence*. One who has never fished before may here catch a mess of salmon trout with ease, and the professional may cast his fly in the river or troll over the lake with keen enjoyment. For a month's rest the Lake hotel is the best in the park.

The hotel at the Grand cañon is on an elevated spot which gives a wide view, including Hayden valley, Crater hills, or Sulphur mountain, and a glimpse of the Upper fall of the Yellowstone.

Baths, barber, etc., found also at Cañon hotel.

The head of the Grand cañon and the Great, or Lower fall are within ten minutes' walk or less from the hotel by road and foot trail.

Roomy and attractive lunch stations have been erected at Norris geyser basin and at the West Arm of Yellowstone lake.

TELEGRAPHIC MESSAGES can be sent to and from the Association hotels from and to any part of the world.

Mail for Park tourists should be addressed to Yellowstone Park, Wyoming, in care of Mammoth Hot Springs hotel.

THE UNIFORM RATE—American plan—at park hotels is \$5.00 and upward per day. This price—\$5.00—does not include baths; rooms with bath and certain rooms specially well located being charged for at somewhat higher rates, as is customary at all hotels.



Yellowstone Lake



WARM CLOTHING

should be worn, and one should be prepared for sudden changes of weather and altitude. Good everyday clothes, golf and bicycle suits, are suitable for both men and women for park traveling. A change suit for evening and dinner is desirable and a dress suit may be carried along if one desires.

Wraps should be kept at hand, and easy, thick-soled shoes worn, as at Mammoth Hot Springs, and among the geysers tiny streams of warm water may be encountered. Tinted glasses and serviceable gloves should certainly be a part of one's outfit, and a pair of field or opera glasses will be found useful. A few simple medicinal remedies should be at hand in one's valise, or these may be obtained at any of the hotels with directions for their use. At Mammoth Hot Springs hotel there is a resident physician and surgeon and a trained nurse. There are also army surgeons and trained nurses at this and other points in the park.

A charge is made for hauling trunks between Gardiner and Mammoth Hot Springs, or these can be stored at the railway station at Livingston or Gardiner, if preferred, free of charge. It is not wise to take a trunk beyond the Springs hotel unless the tourist remains longer than the usual time in the park, and special arrangements must be made to this end with the hotel company at Mammoth Hot Springs.

While it is advisable for those who go south of Mammoth Hot Springs to take a trunk as far as the Springs, a medium-sized suit case or valise and a shawl strap will hold all that is necessary for the ordinary tour in the park. Laundering can be done for tourists at the Mammoth Hot Springs hotel while the trip through the park is being made.



ROYAL FISHING

The disciples of Izaak Walton feel at home in Yellowstone Park. Some years since the United States Fish Commission placed different varieties of fish in various waters of the park. The results have been such that, coupled with the fine fishing found before that time in Yellowstone lake and river, the streams in nearly all portions of the reserve now teem with trout of numerous species, brook trout, Loch Leven, etc., also grayling, making this region the finest trout park in the world.

That the Government still takes an interest in this matter is shown by the fact that during the year 1905 it planted in various lakes and streams of the park more than 100,000 Brook trout (*Salvelinus fontinalis*), and nearly 400,000 fry of *Salmo clarkii*; in 1906 there were planted 100,000 Brook, 10,000 Rainbow, and 215,000 Black spotted trout; in 1907 there were placed 99,000 Brook trout, 400,000 Black spotted trout.

In the region of Mammoth Hot Springs there are many beautiful trout streams, easily reached from the hotel. The ordinary Rocky Mountain trout (*Salmo mykiss*) are found in the Yellowstone river at Yankee Jim's cañon, and Rainbow trout (*Salmo irideus*) and Eastern Brook trout (*Salvelinus fontinalis*) in the Gardiner river and tributaries.

From Norris basin as a center, one will find Rainbow trout in the Gibbon river near Virginia cascade.

At Lower geyser basin, the gamy Von Behr trout are found in Nez Perce creek and Fire Hole river.

At the Upper basin, there is royal sport. Here the Loch Leven (*Salmo levenensis*) trout are found in Fire Hole river, both above and below the Keppler cascade.

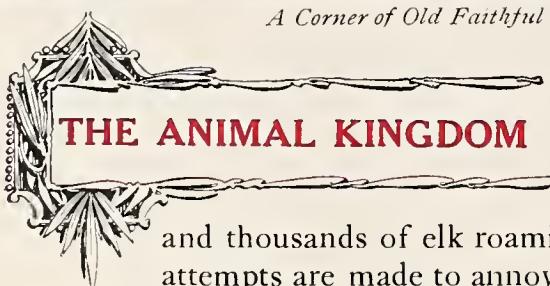
At Yellowstone Lake hotel, in the river below the outlet, there have been some famous catches of salmon trout with a fly, and trolling on the lake itself is attended with success. At the Grand cañon,



Some of the Park Bison



A Corner of Old Faithful Inn



THE ANIMAL KINGDOM

and thousands of elk roaming the park. The animals offer to molest no one, and are harmless when no attempts are made to annoy or interfere with them. The elk, and particularly the deer, are not infrequently seen near the roadsides and grazing in the vicinity of the hotels.

The tourist season in the park is the annual feast time or vacation period for the bears. Morning and evening they frequent the garbage heaps and wax fat and sleek upon what the hotels throw away. Then the tourists flock out to watch and kodak them and a great amount of fun is derived from the antics of the beasts.

Early in the fall the animals come down from the hills and remain in the valleys during the winter and spring. During this time the traveler who will run up to Gardiner from Livingston for a day or two will see on the flats and hills around Gardiner and Mammoth Hot Springs many mountain sheep, antelope, deer, and elk. The sheep, antelope and deer are often thus seen by the hundreds.

It is a sight worth traveling miles for, to see these animals feeding on the hills about the big hotel and on the parade ground.

Within recent years many of the antelope have remained during the summer to graze on the alfalfa field at and within the entrance at Gardiner, where they may be seen by tourists.

The buffalo, or bison, are in two herds. Those indigenous to the region are found in a remote part of the park, and number perhaps twenty-five or thirty. Within recent years a fresh lot of these animals was bought by the Government and placed on Lamar river in the northeastern part of the park. These late arrivals have multiplied and replenished the species, and the success already attained is very encouraging. The herd is steadily increasing, now numbering seventy-four.

Mountain lions, which once were quite numerous in the park, are now practically exterminated.

It is pleasing to know that the beaver, once so important a part of animal life in the West, are rapidly increasing in the streams of the park. Almost every stream shows signs of their presence, and about Tower fall there are several colonies of them easily seen by tourists who may visit this locality.

Of birds there are many, geese, ducks, pelicans, gulls, eagles, hawks, owls, night hawks, ravens, Rocky Mountain jays, tanagers, bluebirds, water ouzels, blackbirds, meadow larks, robins and others.

between the Upper and Lower falls both the Rocky Mountain and Eastern Brook trout may be caught, as also at a point in the cañon below Inspiration point and reached by the lower Mount Washburn trail.

Grayling are found in the Madison and Gallatin rivers.

The locality near Tower fall and the mouth of Lamar river, some twenty miles from Mammoth Hot Springs—reached also from the Grand cañon—is a famous place for trout fishing. As it is at present out of the line of the regular trip, a special excursion is necessary to reach it. A new and splendid road now connects Mammoth Hot Springs with Tower fall and the region thereabout.

The managers at the various hotels will give all information possible to those who are interested in this sport.

NORTHERN PACIFIC RAILWAY

PARK LITERATURE

What has been written will serve to convey something of an idea regarding the park and how to see it. For a more detailed description of the park from a scenic standpoint the reader is referred to our other tourist literature.

“The Land of Geysers” is a publication of the Northern Pacific Railway that relates entirely to Yellowstone Park. This publication can be obtained free upon application to A. M. Cleland, General Passenger Agent Northern Pacific Railway, St. Paul, Minn., or to any agent of the Company.

The Northern Pacific Railway will send to any address, upon receipt of thirty-five cents, a large, finely colored panoramic picture of the park. This picture has been prepared at great expense, reproduces all the important points and topography of the park, and is valuable for the home, school-room, office, and library. It will be mailed in tubes. Address A. M. Cleland, General Passenger Agent, St. Paul, Minn. These pictures can also be purchased in the park.

“The Yellowstone National Park,” by Lieut. Col. H. M. Chittenden, is an exhaustive book on the park published by the Robert Clarke Company, Cincinnati, Ohio.

THE GREAT LAKES AND THE PARK

A combination trip of much variety and pleasure is that by way of the Great Lakes and Duluth to the park.

The fine steamship “North West,” of the Northern Steamship Company, leaves Buffalo every Saturday evening during the lake tourist season—from June to September, approximately—for Duluth, and leaves Duluth, returning to Buffalo, every Tuesday evening.

The character of this steamer is well known; it is, virtually, an ocean steamer on inland waters. Recently \$300,000 have been expended in improving and renovating the ship and it is a veritable “floating palace.” The steamer is of 8,000 horse power, and carries passengers only.

The Erie and Western Transportation Company’s—ANCHOR LINE—steamships “Tionesta” and “Juniata,” also ply between Buffalo and Duluth, in lake tourist travel. These steamers are new, steel built, and are splendid and modern steamers in every particular. They leave Buffalo and Duluth at 9:00 p.m., on a regular schedule, at intervals of four to seven days, stopping at intermediate ports—Erie, Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, Marquette, Houghton, etc.—long enough to give passengers an opportunity of seeing each place to a greater or less extent. Connections are made at Mackinac Island with other boat lines to and from Milwaukee and Chicago.

The Northern Navigation Company’s fine steamer “Huronic” plys between Sarnia, at the lower extremity of Lake Huron, and the “Soo,” Port Arthur, Fort William, and Duluth, connecting at the latter point with Northern Pacific trains for St. Paul, Minneapolis, Yellowstone Park, and the North Coast cities. At the “Soo” the “Huronic” connects with Northern Navigation Company’s Georgian Bay steamers carrying passengers to and from Toronto, Buffalo, Niagara Falls and other eastern points.

The tour of the lakes enables one to see the cities of Buffalo, Cleveland, Detroit, Superior, and Duluth, also many points of historic interest, including Mackinac, at the junction of Lakes Huron and Michigan, and the Sault Ste. Marie. The early French and the priestly explorers of the Northwest traveled in canoes up and down the lakes, and Mackinac and the “Soo” were important points on their journeys.

From Duluth the park tourist has the privilege of visiting St. Paul and Minneapolis, on the way West, without additional charge.

There are three trains daily—two on Sunday—each way between Duluth and St. Paul and Minneapolis over the Northern Pacific. The fast “Lake Superior Limited” leaves Duluth at 1:55 p.m., arrives, St. Paul 6:25 p.m., Minneapolis at 7:00 p.m., and carries a parlor and a cafe-observation car.

All Northern Pacific agents in the large cities or the local agents of the company will make berth and stateroom reservations on the “North West,” and will give necessary information concerning the sailings of the steamer. All communications addressed to the General Passenger Office of the Northern Pacific Railway at St. Paul will receive prompt attention.



Great Fall and Grand Cañon

YELLOWSTONE NATIONAL PARK

TABLE OF PROMINENT GEYSERS AND SPRINGS. BASED UPON CAREFUL OBSERVATIONS. NORRIS BASIN.

NAME.	ERUPTION IN FEET.	DURATION OF ERUPTION.	INTERVALS OF ERUPTION.
Hurricane.....	10-15	More or less continuous.	
New Crater.....	240	20 min.	Rather uncertain.
Monarch.....	100-125	20-30 min.	Rather uncertain.
Constant.....	20-40	Few sec'ds	1 minute.
MIDWAY BASIN.			
Excelsior.....	200-300	28 min.	Long intervals—years.
Turquoise Spring.....	Turquoise	Blue; 100 ft.	diameter.
Prismatic Lake.....	Wonderfully colored	Wonderfully colored	water; 250x350 ft. diam.
LOWER BASIN			
Fountain.....	20-60	15-30 min.	4-5 hours.
Clepsydra.....	10-50	Short.	Plays from 4 openings.
Mammoth Paint Pots.....	Basin of clay, strange	colored; 40-60 ft. wide.	
Great Fountain.....	60-150	30-45 min.	Daily.
Firehole Lake.....	Peculiar	phenomena	seen here.
Bl'k Warrior, Steady, White Dome	Small but interesting	geysers.	
UPPER BASIN.			
Old Faithful.....	125-165	4-7 min.	60-70 minutes.
Bee Hive.....	200	8-10 "	Several hours.
Giantess.....	125-250	10 to 20 hrs.	14 days.
Lion.....	60-75	8 to 14 min.	Daily.
Lioness.....	80-100	10 "	Daily.
Cubs.....	3 to 10	Several "	Daily.
Surprise.....	100	Short.	Irregular.
Sawmill.....	10 to 35	30 to 60 min.	Frequently.
Grand.....	200	1 to 3 hrs.	Several times a week.
Turban.....	20-25	25 to 60 min.	Irregular.
Riverside.....	80-100	15-20 "	8 hours.
Fan.....	30-60	10 "	8 hours.
Artemesia.....	150	10 "	Two days.
Jewel.....	30-50	1 to 2 "	Every hour.
Grotto.....	20-40	30 to 40 "	3 to 5 hours.
Giant.....	200-250	90 "	4 to 7 days.
Oblong.....	20-40	Several "	8 hours.
Splendid.....	200	10 to 20 "	Irregular.
Castle.....	75-125	25-60 "	12 to 24 hours.
Economic.....	30	1 "	6 minutes.
Comet.....	60	Short.	Irregular.
Mortar.....	60	6 min.	8 hours.
Sponge.....	Sponge-like walls about spring.		
Punch Bowl.....	Beautiful spring, sometimes an active geyser.		
Black Sand Spring.....	Two very interesting spots: Some very fine coloring here.		
Sunset Lake.....	Sunset Lake.....		
Emerald Pool.....	Beautiful spring, 45-50 feet wide.		
Morning Glory Spring.....	Lovely spring with delicate colored rim.		
Biscuit Basin.....	Peculiar spot with geyserite biscuits & many beautiful pools		

It must be understood that the geysers are more or less capricious, and that, with the exception of some of them, like Old Faithful, Constant, Economic, and a few others, they vary in periodicity and duration somewhat, from year to year. If two or three diminish, as many more will increase, in activity and intensity. The figures given represent a fairly reliable average of the performances of these weird creatures of Nature, taking one year with another.

TABLE OF DISTANCES

FROM	TO	Gardiner.	Mammoth Hot Springs.	Golden Gate.	Obsidian Cliff.	Norris Geyser Basin.	Gibbon Meadows.	Gibbon Falls.	Lower Geyser Basin.	Excelsior (Midway) Geyser	Upper Geyser Basin.	Keppler's Cascade.	West Arm Yellowstone Lake.	Yellowstone Lake Hotel.	Hayden Valley.	Grand Canon.
Gardiner.....	5	5	5	4	8	12	16	8	11	3	3	17	12	11	11	12
Mammoth Hot Springs.....	9	9	9	4	8	12	16	8	11	3	3	17	12	11	11	12
Golden Gate.....	17	17	17	12	8	12	16	8	11	3	3	17	12	11	11	12
Obsidian Cliff.....	25	25	25	20	16	8	12	16	8	11	3	17	12	11	11	12
Norris Geyser Basin.....	28	28	28	19	11	3	11	3	5	5	5	17	12	11	11	12
Gibbon Meadows.....	33	33	33	28	24	16	8	5	5	5	5	17	12	11	11	12
Gibbon Falls.....	45	45	45	40	36	28	20	17	12	3	3	17	12	11	11	12
Lower Geyser Basin.....	48	48	48	43	39	31	23	20	15	3	3	17	12	11	11	12
Excelsior (Midway) Geyser.....	54	54	54	49	45	37	29	26	21	9	6	17	12	11	11	12
Upper Geyser Basin.....	56	56	56	51	47	39	31	28	23	11	8	2	17	12	11	11
Keppler's Cascade.....	73	73	73	68	64	56	48	45	40	28	25	19	17	12	11	11
West Arm Yellowstone Lake.....	89	89	89	84	80	72	64	61	56	44	41	35	33	16	11	11
Yellowstone Lake Hotel.....	100	100	100	95	91	83	75	72	67	55	52	46	44	27	11	11
Hayden Valley.....	37	37	37	32	12	12	12	12	12	12	12	12	12	12	12	12
Grand Canon.....	106	106	101	97	89	81	78	73	61	58	52	50	33	17	6	11

The small figures, in a few places, are the distances between the Grand canon and the various points noted via the return road in the tour, from the Canon to Norris. Adding together both large and small figures, as they are found, will give the total distance between such places as per the regular tour.

ALASKA CRUISES, 1909

STEAMER SPOKANE

During the Alaska-Yukon-Pacific Exposition, Pacific Coast S. S. Co.'s STEAMER SPOKANE will make five cruises to Alaska exclusively for sightseeing purposes:

Leaving Seattle June 15, 30, July 15, 30, August 14, 1909.

Round-trip fares, including berth and meals, \$100 and up, according to accommodations desired.

The SPOKANE is operated strictly on first-class fortnightly cruising service, limited to round-trip passengers, and visits glaciers, totem-pole villages, quaint historic settlements, and all scenic features via the famous "Inside Passage."

Excursions on other steamers at low rates will supplement the de luxe service of the SPOKANE.

Diagrams of Alaska steamers will be found in the hands of general and district passenger agents of the Northern Pacific, who will reserve accommodations for its patrons. The above schedule must be considered as approximate only. Tourists should communicate with Northern Pacific General and District Passenger Agents, or with A. M. Cleland, General Passenger Agent, St. Paul, Minn., regarding sailings, reservations and illustrated literature.

The White Pass and Yukon route from Skagway across the White Pass, offers an inviting field for travel into the Klondike and Atlin regions. The rail line extends from Skagway to White Horse and from there to Dawson Upper Yukon steamers are used, and the trip occupies less than fifty hours. Atlin is reached from Caribou. Good hotels are found at all points; prices reasonable.

ROUND-TRIP TOURIST FARES

The following are Round-Trip Fares which will apply via the usual diverse routes:

FROM	TO	Dates of Sale	St. Paul, Minn.	Chicago, Ill.	St. Louis, Mo.
		May 20 to Sept. 30, 1909, inc.	Minneapolis, " Duluth, " Superior, Wis.	May 20 to Sept. 30, 1909, inc.	May 20 to Sept. 30, 1909, inc.
		Final Limit.	Oct. 31, 1909	Oct. 31, 1909	Oct. 31, 1909
Portland, Oregon.....			\$50.00	\$62.00	\$57.50
Tacoma, Washington.....			50.00	62.00	57.50
Seattle, Washington.....			50.00	62.00	57.50
Everett, Washington.....			50.00	62.00	57.50
Bellingham, Washington.....			50.00	62.00	57.50
New Westminster, B. C.....			50.00	62.00	57.50
Victoria, B. C.....			50.00	62.00	57.50
Vancouver, B. C.....			50.00	62.00	57.50

All rates and arrangements set forth in this folder are subject to change without notice further than that required by law.

Call upon or write to any of the agents shown on following page for a copy of our Park tourist book, "THE LAND OF GEYSERS."

TABLE OF COMPARATIVE TEMPERATURES.

The following table of mean monthly temperatures, Fahrenheit, at Mammoth Hot Springs and the eastern cities shown, during the tourist season months in YELLOWSTONE PARK, will be of interest and value.

Months	Mammoth Hot Springs	New York	St. Louis	Chicago	St. Paul
June.....	55	70	76	67	68
July.....	61	74	78	72	72
August.....	61	74	79	72	70
September.....	52	68	73	66	63

NORTHERN PACIFIC RAILWAY

TABLE OF ELEVATIONS IN YELLOWSTONE PARK.

NAME.	AIR-LINE DISTANCE FROM WELL-KNOWN POINT.	ELEVATION above sea level.	NAMED AFTER	IN GENERAL.
MAMMOTH HOT SPRINGS.	By road from Gardiner, 5 miles.....	6,215 ft.	Mammoth character of phenomena.....	Park tour proper begins and ends here.
ELECTRIC PEAK.....	8 miles northwest from Mammoth Hot Springs.....	11,155	Peculiar electric phenomena observed there.....	Northern boundary line of Park cuts the mountain.....
BUNSEN PEAK.....	4 miles south from Mammoth Hot Springs.....	9,100	R. M. Bunsen.....	A celebrated chemist.....
MT. EVERTS.....	2 miles east from Mammoth Hot Springs	7,900	T. C. Everts.....	Lost and was found near here after 37 days, nearly dead.....
GOLDEN GATE.....	4 miles south by road from Mammoth Hot Springs.....	About 7,300	Yellow color of the walls	One mile long.....
MT. HOLMES.....	6 miles west from Obsidian Cliff.....	10,300	W. H. Holmes	Director U. S. Bureau of Ethnology.....
NORRIS GEYSER BASIN.....	On western side of Park. See Distance Table.....	About 7,700	Col. P. W. Norris.....	Second Superintendent of Park
LOWER GEYSER BASIN.....		About 7,200	Named from their locations
MIDWAY GEYSER BASIN.....		About 7,200	One of the two largest navigated lakes in the world at such an elevation.....
UPPER GEYSER BASIN.....		About 7,300	U. S. A.....
YELLOWSTONE LAKE.....		7,741	Gen. Phil. H. Sheridan.....	An old explorer and first Supt. of Park..
MT. SHERIDAN.....	12 miles south from Lunch Station on Yellowstone Lake.....	10,200	N. P. Langford, St. Paul.....	U. S. A., commanded escort of Washburn party.....
MT. LANGFORD.....	18 miles southeast from Hotel at Yellowstone Lake, on southeast shore	10,600	Lieut. G. C. Doane.....	Of the old Hayden Survey.....
MT. DOANE.....	16 miles southeast from Hotel at Yellowstone Lake, on southeast shore	10,500	Jas. Stevenson.....	Engineer Corps, U. S. A
MT. STEVENSON.....	16 miles southeast from Hotel at Yellowstone Lake, near Mt. Doane	10,300	Capt. W. A. Jones.....	In charge Hayden's former Survey.....
JONES' PASS.....	In mountains on east shore Yellowstone Lake, east from Lake Hotel	9,450	Dr. F. V. Hayden.....	About 20 miles long to Junction Butte; 1,200 feet deep.....
HAYDEN VALLEY.....	Between Yellowstone Lake Hotel and Grand Cañon.....	7,700 to 7,800	Grandeur of the sight	Former Surveyor-General of Montana and head of Washburn Party.....
GRAND CAÑON.....	Northern central part of Park.....	About 7,800
MT. WASHBURN.....	7 miles northeast from Grand Cañon Hotel.....	10,000	Gen. H. D. Washburn.....

For further information in regard to the Great Northwest, details as to rates, routes, with maps, etc., call on or address your nearest ticket agent, or any of the following representatives of the Northern Pacific Railway:

ATLANTA, GA.—16 North Pryor Street.			MONTREAL, QUE.—Imperial Bank Building, St. James Street.
J. J. GARTNER.....	Traveling Passenger Agent		G. W. HARDISTY.....District Passenger and Freight Agent
BELLINGHAM, WASH.—122 Dock Street.			NEW YORK CITY—319 Broadway.
A. N. BUSSING.....	City Freight and Passenger Agent		W. F. MERSHON.....General Agent Passenger Department
BILLINGS, MONT.			PHILADELPHIA, PA.—711 Chestnut Street.
J. E. SPURLING.....	General Agent		P. W. PUMMILL.....District Passenger Agent
BOSTON, MASS.—207 Old South Building.			PITTSBURG, PA.—305 Park Building.
C. E. FOSTER.....	District Passenger Agent		C. E. BRISON.....District Passenger Agent
BUFFALO, N. Y.—215 Ellicott Square.			PORTLAND, ORE.—255 Morrison Street.
W. M. G. MASON.....	District Passenger Agent		A. D. CHARLTON.....Assistant General Passenger Agent
BUTTE, MONT.—N. W. Corner Park and Main Streets.			SAN FRANCISCO, CAL.—685 Market Street.
W. H. MERRIMAN.....	Division Freight and Passenger Agent		T. K. STATELER.....General Agent Passenger Department
CHICAGO, ILL.—208 South Clark Street.			SEATTLE, WASH.—First Avenue and Yesler Way.
J. C. THOMPSON.....	District Passenger Agent		J. O. McMULLEN.....City Passenger Agent
C. A. MATTHEWS.....	General Agent Passenger Department		A. TINLING.....General Agent
CINCINNATI, OHIO—40 East Fourth Street.			SPOKANE, WASH.—Riverside and Howard Streets.
GEO. T. FOYES.....	Traveling Passenger Agent		W. H. UDE.....City Passenger Agent
DES MOINES, IOWA—318-319 Citizens Bank Building.			H. N. KENNEDY.....General Agent
E. D. ROCKWELL.....	District Passenger Agent		ST. LOUIS, MO.—306 Missouri Trust Building.
DETROIT, MICH.—Room 423 Majestic Building.			D. B. GARDNER.....District Passenger Agent
W. H. WHITAKER	District Passenger Agent		ST. PAUL, MINN.—General Office Building, Fourth and Broadway.
DULUTH, MINN.—334 West Superior Street.			C. L. TOWNSEND, District Pass'r Agent....L. P. GELLERMAN, District Pass'r Agent
J. I. THOMAS, General Agent.....	J. T. MCKENNEY, City Pass'r Agent		C. P. O'DONNELL, Fifth and Robert Streets
EVERETT, WASH.—2825 Colby Avenue.			G. A. MITCHELL.....Assistant General Passenger Agent
C. O. MARTIN.....	General Agent		JOHN C. POORE
HELENA, MONT.—Main and Grand Streets.			SUPERIOR, WIS.—817 Tower Avenue.
E. S. RICHARDS.....	General Agent		W. H. MITCHELL.....Acting Assistant General Agent
INDIANAPOLIS, IND.—42 Jackson Place.			TACOMA, WASII.—925 Pacific Avenue.
W. E. SMITH.....	District Passenger Agent		WEBB F. SATER.....Traveling Passenger Agent
LEWISTON, IDAHO.			JNO. W. HILL.....General Agent
W. J. JORDAN.....	General Agent		VANCOUVER, B. C.—430 Hastings Street.
LOS ANGELES, CAL.—515 So. Spring Street.			C. E. LANG.....General Agent
GEO. W. MCCASKEY.....	General Agent		VICTORIA, B. C.—Corner Yates and Government Streets.
MILWAUKEE, WIS.—316-317 Railway Exchange Building.			E. E. BLACKWOOD
M. E. HARLAN.....	District Passenger Agent		WALLA WALLA, WASH.—2 East Main Street.
MINNEAPOLIS, MINN.—19 Nicollet Block.			S. B. CALDERHEAD.....General Agent
G. F. MCNEILL.....	City Passenger Agent		WINNIPEG, MAN.—341 Main Street.
J. G. WOODWORTH, TRAFFIC MANAGER,			H. SWINFORD.....General Agent
A. M. CLELAND, GENERAL PASSENGER AGENT,			J. M. HANNAFORD, SECOND VICE-PRESIDENT,
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